THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI SHRIPADYESSO NAIK): (a) Yes, Sir.

(b) and (c) M/s. Air Sahara had informed the Directorate General of Civil Aviation (DGCA) about the incident of its Boeing 737 aircraft at Bangalore on 10th of August, 2002. Whenever such incidents are reported, they are investigated and appropriate corrective measures initiated based on investigation and findings. Normally, whenever *prima-facie* evidence reveals any serious error on the part of pilots, even when the incident is under investigation, the pilots are put off roster from flying till finalisation of investigation.

Radars at IGI Airport, Delhi

1949. SHRI R.R GOENKA: Will the Minister of CIVIL AVIATION be
pleased to state:

(a) whether it is a fact that recently three out of seven radar display screens, which monitor the movement and safety of aircrafts over an air space of 300-350 nautical miles have gone out of order at the Air Traffic Control Section of the Indira Gandhi International Airport and the necessary spare equipment have not been procured so far;

(b) whether it is also a fact that a poor substitute, the portable television sets which can monitor only up to about 25-30 nautical miles are being used; and

(c) if so, the steps taken to replace the radar screens and also to meet emergencies?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI SHRIPADYESSO NAIK): (a) to (c) No, Sir. All operational positions in AirTraffic Control have serviceable radar display for control of air traffic over Indira Gandhi International Airport, New Delhi.

Share of Al in passenger traffic

1950. SHRI PREM CHAND GUPTA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that Government are concerned at the fall in the share of Air India passenger traffic as several carriers have captured its large share due to lack of competitiveness;

(b) whether its share is now just 20 per cent as against 33 per cent ten years ago; and

(c) if so, what are the details thereof and the action taken by Government to correct the slide?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI SHRIPAD YESSO NAIK): (a) and (b) Though Air India's market share has declined marginally from 22.5% in 1991 to 20.4% in 2001. The market share of Indian carriers (Air India and Indian Airlines) has increased from 29.1% in 1991 to 30.4% in 2001. The decline in market share has been largely caused by the decline in Air India's capacity share. Foreign Airlines capacity to/from India has grown more strongly than that of Air India.

(c) Air India is currently in the process of finalizing its long term fleet plan which, *inter alia,* envisages the aggressive expansion of its capacity and traffic shares.

Second airport at metro cities

1951. DR. T. SUBBARAMI REDDY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government have decided against setting up second international airport in or around Delhi, Mumbai and Chennai;

(b) if so, whether Government have not yet taken any decision for leasing of airports to private operators;

(c) if so, what are the main reasons for not setting up of second international airport and also delaying decisions for leasing of airports to private operators;

(d) whether this project is pending for long; and

(e) whether Government have now finally decided to complete the process by the end of this year?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI SHRIPAD YESSO NAIK): (a) Proposals for setting up of second airport near Delhi and Mumbai have been received from the concerned State Governments. No decision has been taken against setting up of the airports.